

30 March 1962

CALENDAR OF EVENTS OF EMERGENCY LANDING OF U2 AIRCRAFT N311X MISSION #DF 62-3
AT []

1700Z Take off climb and cruise normal proceeded as briefed.

1800Z A.C. Generator went out.

1920Z Thump and then airframe roughness - alt + 10M

1925Z Alt +10M fuel pressure rapidly dropped to "0" and seconds later engine flamed out. Hyd press normal throughout - long range glide was established to [] After flame out called mayday three times with no success. Then turned off all elec equipment with exception of radio comp. to conserve rapidly dwindling batt power.

1935Z 40M - tried one normal restart - unsuccessful as expected.

1940Z 35M tried first emergency restart unsuccessful (scared)

1945Z 25M second restart successful (relieved) contacted a MATS aircraft on guard advised me of [] freq. contacted [] Engine surging 10% on emergency.

2000Z Dropped below clouds (1000 ft) to burn fuel out for landing.

2015Z Heavy rain showers in area fuel 795 decided to attempt landing.

2020Z Landed OK no problems.

2025 - 2100Z [] on ferry flight. Did not give point of origin only point of destination [] Sent message (copy enclosed) to Lockheed Det Commander [] and [] detailing emergency condition. Did not send to any other due to security. Reasoning for sending message this way figured proper people would be notified without big blop. And would answer all questions.

2130Z Was informed that [] was asking about aircraft. Sent same message to them.

2400Z Aircraft towed clear of R/W secured in from of fire station. As no regular guard force available [] detailed fire crew (on 24 hours) to guard aircraft.

31 Mar 62 0700Z Received message [] plus in bound ETA of C118 #33254. of 31/1529Z 0130 LCL 1 Apr.

~~SECRET~~

Operation []

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1. The detachment departed Edw. Mon. 19/1630L (20/0030Z). Arrived at Hickham 20/0035L (20/1035Z) after a routine flight. One minor problem at Hickham. The MATS crew taking us on from there questioned whether the oxygen and nitrogen were properly "packaged". AFM 71-4 defines these items as dangerous materials and requires that a certificate of proper packaging be attached thereto. I convinced them that it was OK. Recommend maintenance research this bit and that certificates be attached in the future(If necessary).

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2. Departed Hickham 20/0305L (20/1305Z). Flight to [] routine but slightly bumpy. Arrived 20/0710L (20/1810Z). We slipped in earlier than the Navy expected. They were looking for us about 0900L so had to wait a while to unload. We ate breakfast at the BOQ messhall, got our rooms and unloaded the aircraft(parked in the SAR hangar ramp). [] was dispatched with the arrival message as soon as we got transportation at the acft.

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3. About the time we started to unload the acft we were informed that they only had 24 drums JP-TS fuel(Project: [] with seal caps installed. This was old fuel dating back to 1960. They had received 180 drums of JP-TS (Project: [] early in March. This fuel did not have seal caps or seals of any kind. They were aware that fuel was not used unless it had intact seals so they decided to notify someone about it. They sent a confid. deferred message stating this fact to PACAF Hickham, Attn. POL with info. North Edwards Base Ops copy attached. Obviously we did not get this prior to our departure and PACAF did not notify Hq. I sent a message out on this item including fairly detailed info from the invoice thinking Hq. might want to trace this down. Hq. came back with a mission delay and apparently Det H had received some of this same fuel.

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Problem Area:

25X1 [] periodically gets shipments of JP-TS fuel in. They have no direct accountability and do not know who to advise on it. They occasionally get a message requesting them to take samples from various drums and send them to Hickham POL. Each time they sample a drum they have to remove the seal in opening it and this further cuts down their total inventory of capped drums. Recommend Hq. set up closer control over this fuel by Hickham POL with direct accountability assigned to [] with handling instructions included. Hickham should pass on to AFCIG-5 periodic reports of the number of sealed drums on hand with the results of any tests made of the fuel.

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4. Hq. came back with a message that they were sending us 5000 gals.

25X1 arriving [] on 23 March.

5. 378 arrived 23/0745L (23/1845Z). Wx was 1500' broken with occasional light rain - no problem. The acft was in commission except that a strong burned odor was noticed in the fwd wheel well. [] had turned off the A/C Gen preparatory to initial descent and then turned it back on changing his mind. He then forgot to turn it off during subsequent descent, operating it for approx 15 min. below the rated RPM. He said that the A/C Gen appeared OK light wise when he finally turned it off. I decided that it should be left off during the next ferry mission(except for emergency use of the elec. boost pump) for safety's sake.

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6. [] was set up by Hq. for launch 23/1330L (24/0030Z) the next day. The first C-124 with the new fuel was due in 23/1230L (23/2330Z). I preferred to use the new fuel exclusively but Hq. directed us to use the old Project [] fuel which was not quite sufficient to fill the bird. We were just 25 gals short. We had the acft spotted on the runway for the 1330L launch. Pumping equipment was all set up to top off the

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lift and just nicely made the scheduled launch time.

7. 378 launched on schedule 23/1330L (24/0030Z). The left pogo hung up. [] slowed it down and tried to drop it over the water enroute. Naturally that didn't work. I elected to send him on with the pogo. Instructed him to make his approach from the north side (over the water) at his destination and to advise their mobile of the problem, follow their instructions. I was composing the departure message including this info when he flamed out at plus four (505 deg EGT). I then aborted him with instructions to burn down his fuel ASAP. He made two passes down the runway to drop the pogo too no avail (after his fuel was down). Decided to land him with the pogo. It came out on touch down with no problem. While [] was burning off his fuel he turned on the A/C Gen. It was inoperative.

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8. I decided that we either had fuel contamination (from the old fuel) or a fuel control problem possibly connected with all the problems we had been having lately. I set up a test hop for the next day 24/1100L with all new fuel simulating the same climb power conditions. We were all set to go with [] as test pilot when we ran into an apparent main inverter malfunction just prior to start engines. We kept [] in the hose and changed inverters (0:45). Inverter still would not work. We towed it back to the hangar.

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Problem diagnosed as inverter relay which was not in the kit. Thought we were out of business until [] found that the continuous ignition system (inop) had the same type. We cannibalized and installed that one. Since we were still hopeful for a ferry launch at 0900L the next day I decided for crew rest reasons to use [] for the second test hop attempt. We launched the test hop at 24/1530L. Everything went well until he flamed out at plus five 510 deg EGT. Wx was 2000' broken so I decided to land him ASAP after relight instead of any more climb attempts.

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9. Decided that the logical next step was a new fuel control so I called for help. I also found out the C-124's had not delivered 5000 gal as expected. Only 68 drums in split loads. Again advised Hq. of additional fuel required to support test hops on 25 Mar. Apparently they had not noted this on my 24 Mar. message. [] PW man was scheduled to arrive Honolulu 26/0945Z. I sent a msg to Hq. advising of the daily flights from Barbers Point Navy of the Barrier Acft.

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10. Additional items of interest:

(1) Bird activity continues heavy at [] Birds are thickest in the early AM after sunrise and PM as sunset approached. Goonies are gone for 3 mo/yr. Aug. thru Oct.

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(2) Wx. winds have been NE 10-15 knots close to runway 06. Broken clouds daily 15-2000' with occasional light showers. Vsby 7-10.

11. Det H sent a message 25 Mar suggesting a F.C. change might not be necessary if climb is at 480-500 deg. thru badlands. They have been having the same problem with 352. Since [] was already enroute I decided to set tight for Hq orders and/or advice from him for the interim.

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12. [] came in Tues 28 Mar at 1530L (28/0230Z) on a flight from Barbers Pt. He said he got in Honolulu Sunday night and called the number there. They knew nothing of him. Finally got him on the Tues. Flight. Mon. a MATS flight from Hickham as well as the Barbers Pt. flight came in. Ben said we should test it climbing at 480°. I notified Hq. we would launch another test hop at 0800L the next day & if successful launch DF 62-2 the same day at 1130L (28/2230Z) if Hq. could coordinate. Also

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stated we would coordinate [] which Hickham had assigned to stand by at [] for us. We launched the test hop [] on schedule. The engine coughed once at plus five 485 deg. but did not flame out.

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14. [] pulled the old hydro boost pump and it looked in good shape. He 25X1A
found that he had a new pump in the kit (to my embarrassment). The new pump
was installed anyway. The eng ran up with everything normal. We launched a
test hop 02/0000Z (02/1000L). It was OK. I then msged that the acft was in
and we could launch to "H" or Midway. I had previously requested additional
JP-T~~8~~ fuel be sent [] for the ferry as after the test hop, acft fuel would
be insufficient. I then msged that we would use JP-4 if Hq. concurred for
the ferry. [] came back and said Hq. approved the JP-4 and wanted 25X1A
the acft sent back to H. We were ready to launch it on to [] I proposed 25X1
launch at 03/0000Z (1000L) but never got WX or a GO msg. I then proposed for
03/0300Z (1300L) and got the WX. [] called me on a radio patch with 25X1A
the GO msg. We launched on schedule using JP-4. [] was briefed to use 25X1A
3000 ft/min max rate of climb at +18 profile. The same day Hickham SAR sent
a long msg complaining about the lack of coordination and knowledge in general
during the operation. Before I left [] they called from Hickham and I 25X1
told them that there we now no immediate requirement for coverage on DF 62-4.
[] should have been on the ground by 1700L. We had the acft loaded and 25X1A
were waiting for the arrival msg so we could head back to [] some time 25X1
after 1800L. No messages came. I sent a msg at 0100L the next morning ask-
ing if the acft arrived--no answer. I then sent a msg at 0530L stating we 25X1A
were leaving at 0730L (03/2130Z) unless otherwise instructed by Hq or []
No answer to that one. I got ~~XXX~~ thru [] at 0745L and he said (via patch) 25X1A
we were to return home stopping by for the remainder of our people.
15. We departed [] Arrived [] 25X1

We loaded the rest of the equipment including the new oxygen and pogo. I sent Hq. the return itinerary. Departed [] Arrived []

Hickham [] Everything went well enough at Hickham until []

wanted to take them over to Honolulu Int'l Apt to see more customs people.

I asked them to hold off a few minutes. I called [] and asked for help. []

I checked with [] before doing this. He also called []

(area OSI). [] came right down and talked to the Immigration troop

without much initial success. A few minutes later [] (local acting

[] came down. Between the two of them they got it straightened

out. One other small problem we lucked out on. []

had taken [] He told them that

he stayed at [] and got away with that. I also tried to convince []

that he should take advantage of the free ride back to EDW but no go. Said his company paid for the plane ticket and not the government. Had a smooth trip arriving EDW 04/1930L (05/0330Z).

15. The biggest problem area operationwise was lack of commo with Hq while at [] All msgs went OPIM action to AFCIG-5 and PACAF. I never got anything from AFCIG-5--Pacaf had to carry the load. They weren't too happy ~~because~~

Hq sent msgs to their commo center and they had to send them to me thru AF commo sys and vice versa. We actually made out pretty well at [] Got the

bird out about as fast as we could despite commo difficulties. I had wanted

to take [] with me to Iwo and we had requested Hq message us a new crypto

set up before we left. Hq apparently didn't go along with this.